

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1 to 15. Cancelled.

16. (Currently amended) A tie-down fitting for a rail system for a vehicle, comprising:

a main body including an aperture formed therethrough;

~~at least one~~ a first tie-down catch extending projecting outward from the main body in a direction substantially along the direction of a rail and a second tie-down catch projecting outward from the main body in a direction opposite to the direction of the first tie-down catch, wherein the main body and the first and second tie-down catches define a cleat shape;

a locking plate actuable to engage a portion of ~~the~~ a rail; and

a rotatable wheel disposed in the aperture of the main body and threadably coupled to the locking plate to actuate the locking plate.

17. (Previously presented) A tie-down fitting as set forth in claim 16, wherein the fitting is adapted to engage a positioning scallop of the rail.

18. (Previously presented) A tie-down fitting as set forth in claim 16, wherein the locking plate is generally rectangular in shape with at least two rounded corners.

19. (Previously presented) A tie-down fitting as set forth in claim 16, further comprising a plurality of projections extending from the main body to mate with the rail.

20. Cancelled.

21. (Previously presented) A tie-down fitting as set forth in claim 16, wherein the main body has a generally D-shaped cross section.

22. (Previously presented) A tie-down fitting as set forth in claim 21, wherein the generally D-shaped cross section comprises a generally flat base portion having first and second ends and an arcuate upper portion interconnecting the first and second ends.

23. (Withdrawn) A tie-down fitting as set forth in claim 16, further comprising a spring to urge the locking plate toward the main body and into engagement with the rail.

24. (Previously presented) A tie-down fitting as set forth in claim 16, wherein a longest axis of the locking plate is oriented generally perpendicular to the rail when the tie-down fitting is secured to the rail.

25. Cancelled.

26. (Currently amended) A truck bed comprising:
~~a rail; and~~
a tie-down fitting and rail as set forth in claim 16.

27. (Previously presented) A tie-down fitting as set forth in claim 16, further comprising at least one projection extendable in a space between flanges of the rail when the fitting is attached to the rail to guide the fitting.

28. (Previously presented) A tie-down fitting as set forth in claim 16, wherein the fitting is configured for top-down loading.

29. (Previously presented) A tie-down fitting as set forth in claim 16, wherein the fitting is configured to be top-down loaded into the rail and then turned 90°.

30. (Previously presented) A tie-down fitting as set forth in claim 16, wherein a diameter of the rotatable wheel is larger than a width of the main body.

31. (Previously presented) A tie-down fitting as set forth in claim 21, wherein the main body is configured to be a tie-down point.

32. (New) A tie-down fitting as set forth in claim 16, wherein the fitting further comprises a plurality of slot guide portions extending from the main body to guide the fitting with respect to the rail.

33. (New) A tie-down fitting as set forth in claim 16, wherein the first tie-down catch and the second tie-down catch project outward from the main body in directions substantially parallel to a major axis of the rail when the tie-down fitting is secured to the rail.